



The Shamrock Cruise with Green Haired Valentino's



A Moment of UNMASKING for the camera. The rest of the day we were dutifully masked.



Prez Sez

Greetings Early Ford V8ers!

As vaccination appointment availability is opening up to more people, we are all getting closer to getting back to being able to congregate more, like we used to.

Although San Diego is now under the less restrictive “guidelines” of the “Red Category”, our San Diego Board of Directors has decided to hold off on having an in-person meeting in April. With members safety the greatest concern, we are holding off on having a Club meeting until May at the soonest. This should give more Club members the opportunity to be vaccinated. One bit of good news is that the Automotive Museum will be able to host our meetings when we are ready to get back to having them. I’m looking forward to seeing the remodeling that was done inside and around the Museum. Hopefully in May!

The National Club issued an updated Club Covid policy statement. It basically is unchanged from the previous policy statement. Here are the main points (FYI: RG means Regional Group, such as our San Diego Club):

1. *A primary factor is your RG must consider CDC directions as well as state and local laws governing public gatherings and communal social events. It is mandatory the RG adhere to local and state ordinances and laws.*
2. *The RG must practice social distancing and mask usage where required by ordinance as well as when advisable.*
3. *You must not associate your meeting to the National Club in any way: no signs, banners or advertising that promulgates the Early Ford V8 Club as having sanctioned your meeting. You are to meet as a private group of citizens with no endorsement by the Early Ford V8 Club of America.*
4. *Should you establish a car meet/show and invite public participants it is required the RG seek approval from the Early Ford V8 Board by contacting and working through your Regional Director.*

In summary, what your local RG chooses to do is your decision and do not make any direct linkage or association to the National Club. Another matter of reference is now that vaccines are becoming much more available, many of our members feel more comfortable and safer, within their local communities.

Based on the policy statement I suggest that when we do meet again, we all wear fake mustaches, dark glasses, and Chevrolet t-shirts to ensure we fly under the radar! Just kidding!

Speaking of flying under the radar: on Saint Patrick Day, a private group of citizens, most of whom, coincidentally, are members of the San Diego Early Ford V8 Club, met for a nice drive along the coast. We enjoyed the drive and the scenery, the ritzy neighborhoods and we ended up at Crown Point Park where we had a snack and conversation. It was a good day, and I hope to join another private group of citizens for another enjoyable drive sometime soon.

That’s all for now, have a great April!

Don’t forget to get in the old car and drive it!

Joe Valentino

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50/50: **Carl Atkinson** - [619-593-1514](tel:619-593-1514)

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Car Club Council - **Susan Johns Valentino** [619-275-1255](tel:619-275-1255)

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Sunshine - **Judy Grobbel** - [619-435-2932](tel:619-435-2932)

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The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month’s publication. Photo and article submissions are welcome. Please send materials to the Ford Fan % Tim Shortt at 1211 Fifth St., Coronado, CA 92118. The Ford Fan invites other groups of the Early Ford V8 Club to use its material provided the Ford Fan is credited as the source. Send change of address to Paula Pifer, Membership Chair, 3558 Bentley Drive, Spring Valley, CA 91977.

SAD NEWS

Sergio from Sergio’s Auto Electric has died...from Covid 19. It was only 5 days before his 60th Birthday.

He and his son, both got the virus.

His son survived and is ok. But Sergio did not.

Ray Brock has known Sergio since he was 17 working at National Auto Electric across the street from Ray’s shop. I used Sergio many times over the last 10 years. And was always impressed with him and his work.

His son, Sergio Jr has taken over the business.

**Don’t let your guard down.
The Virus is alive and kicking.
So mask up, wash often,
and get vaccinated.**

Big News. Auto Museum Redo coming up.



Ray Brock has been keeping close watch and reports:
The Auto Museum in Balboa Park is about to undergo a major renovation and expansion over the next 2-4 years.
 Entrance redesigned.
 Show floor expanded/upgraded.
 Lift installed.
 New building added on vacant lot behind Museum.
 We will resume V8 meetings on mezzanine —soon.

Charge your Batteries! TOUR April 25th!

April Anniversaries

- 4/10 Joe & Paula Pifer
- 4/13 Bill & Sue Houlihan
- 4/16 Bob & Liz Brown
- 4/25 Calvin & Shirley King

April Birthdays

- 4/01 Bill Lewis
- 4/01 Janet Harris
- 4/10 Karen Walcher
- 4/15 Joe Pifer
- 4/22 John Hildebrand
- 4/23 Ray Brock
- 4/24 Loyce Swedberg
- 4/24 Don Lindsay
- 4/29 Liz Dow
- 4/30 Marianne Olsen

Paula Membership-
All new members
welcome



Sunshine Judy: Dan
Prager recovering from
stroke. Expected to have a
fast recovery.

Despite some good news
re Covid spread, it's still with us - still
killing people we know. Don't let your guard
down.
Mask Up, Wash Often and



V8 CruiseBy Coronado Sunday, April 25th 10am - 2pm

Meet at Tim & Sandy Shortt's house
1211 5th st, Coronado, 10am
619-851-8927

Double Park line up. Maps will be handed out.
Then we cruise by all the homes where
Vintage cars are parked at the curb.
Classic, Vintage Originals, Hot Rods and High End
Sports Cars will be on display curbside.

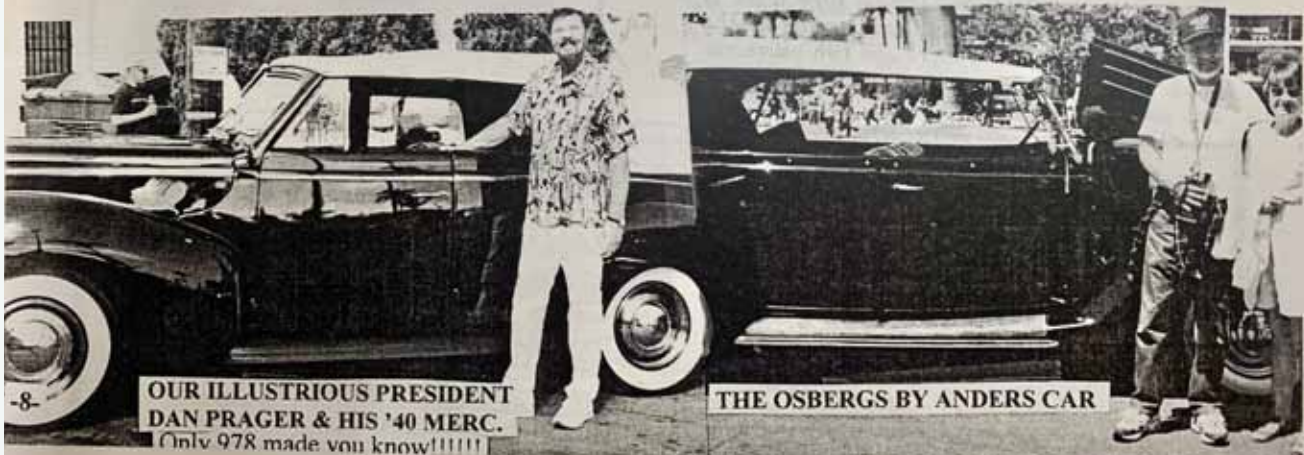
Coronado Main Street is hosing this event as a backup
since MOTORCARS on MainStreet was cancelled
due to Covid 19.

Please look for the donation jar at homes that
"Host a Table" to fund more events like this one.
*Bring a Picnic lunch and chair as we will gather at a park
after for some distant socializing.

CORONADO MAINSTREET CAR SHOW

On Sunday, April 9th, 6 of our V-8s (Meyers, Sobritos, Owens, Pete Miller, Dan Prager, & Don Anders) went to "Coronado MainStreet" by the Hotel Del. We were a small group compared to the 300 cars that were entered. Barbara & John Owens volunteered to sell meet T-Shirts and we saw the Osbergs & Dows viewing the cars. Every time we cross over the bridge to Coronado we feel like we are on a mini-vacation. We should try to get a bigger club turn out next year because everyone really enjoyed the day. Fred especially liked it because he won a 1st place trophy with his '32 Victoria. Also, did you know that the Canadian Ford (the Monarch) can't make it from La Mesa to Coronado and back on a tank of gas!!! (Ask Bob Sobrito about this).

21
Years
Ago!



OUR ILLUSTRIOUS PRESIDENT
DAN PRAGER & HIS '40 MERC.
Only 978 made you know!!!!!!

THE OSBERGS BY ANDERS CAR

Fire Down Under!

Walter Andersen reports: Received a note from my friend in Australia who has been sending all of the photos of hot rod events in Australia:

Hi Guys

As most of you will know that I had a major fire at our home last Monday and I lost my 46 Ford Convertible which was about 2 weeks from being on the road, The engineer was coming last Friday !!!!!!!

My workshop and everything to and including the back fence, the house has suffered some paint damage and 5 broken windows from the heat, all the ceilings downstairs are covered in soot and the house stinks of smoke, when you walk up the hallway you have to wear socks or your feet will be black by the time you get to the other end of the hallway. Sally is not happy !!!!!

We not supposed to be in the house because of asbestos waaaay up the backyard

We are living in our Sunliner at the Caravan park down the road.

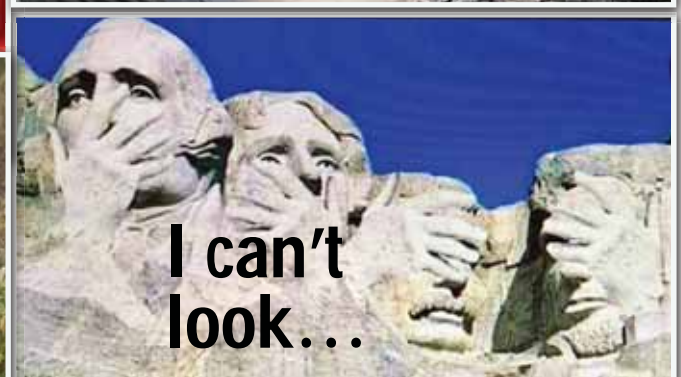
We could be there up to three weeks or maybe more Grrrrrr

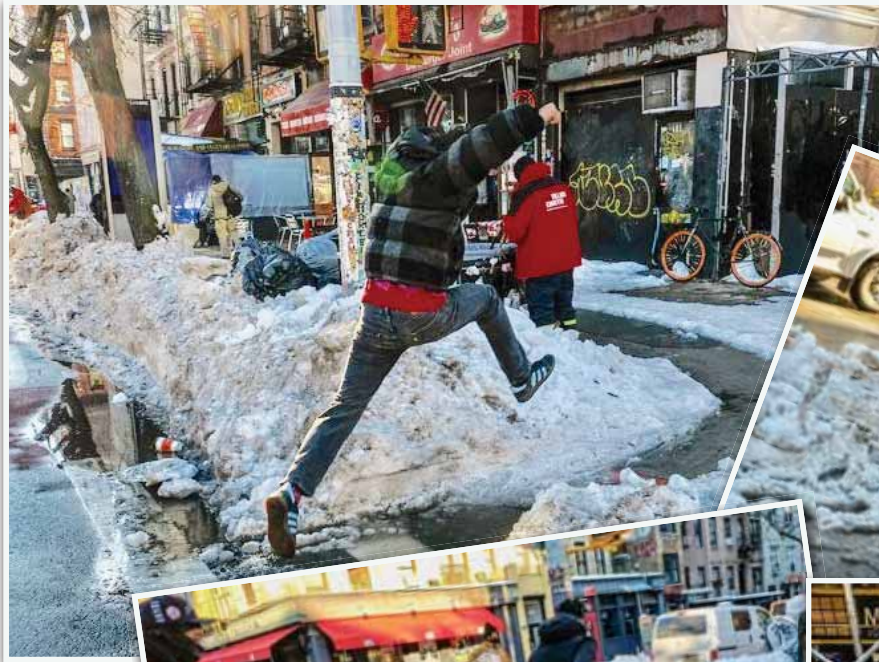
I am going to try and rebuild the 46 unless the beater says forget it.

Everything was insured including both car and shed. I hope they start demolishing this week, have fitted other wheels to the 46 so hopefully it will roll, I think the Aluminum Driveshaft will be gone.

Will try and keep in touch.

—Thank you, Bill





The Slush Dance that's sweeping the nation? I'd rather be here...



**Big News: Calvin sold his '40 and bought this '69 z28 that he owned 35 years ago.
... No hope for us.**





Furthering My Studies In Mexico.

Spring Break - my senior year, was coming up. My fraternity brothers traditionally traveled down to Mazatlan, Mexico, and camped out on the beach for the week. It was a Valuable Cross Cultural Experience, namely, we had heard there were girls down there. Five of us wanted to go together but we needed the right car for the trip. I started shopping right away.

Two days later I passed a used car lot on El Cajon Blvd and spotted a '47 Ford woody wagon painted a cheap Bahama Blue, wood and all. It was parked in the back row among other rough cars. "That's it." I said to myself.

It didn't look too bad. I'd bought worse—much worse. The tires were good enough. The flathead motor ran pretty smooth. The oil pressure didn't register, but it didn't smoke much, had good power, the brakes seemed okay and the lights all worked. The canvas top was gone and it had some dry rot in the top wood. The

interior had only a front seat and a mattress full of sand in the back. I considered it "Born for Mexico." The price was \$50. Perfecto.

On the way home, I bought some tune-up stuff and an oil pressure switch. Once it was tuned, it ran much better. Installing the oil pressure switch only confirmed it had none. But, what the heck, that was common in old Fords. We had tons of equipment to take on the trip. Too much for the wagon plus passengers; we needed a trailer. As it happened, I had a trailer. My grandfather had home-built it in 1946 using plans from *Popular Mechanics* magazine. I hauled it over to the fraternity house and we loaded it with camping gear, scuba tanks, duffle bags, food, water, oil, tools, flashlights, lots of toilet paper—big rolls of toilet paper, shovels, and three extra spare tires. Let the adventure begin.

Mexico's main north-south highway then consisted of two narrow lanes, mostly paved, sometimes not, with no shoulders, plenty of truck traffic, and an occasional donkey cart or stray herd of cows. Detours are marked with a few rocks dragged onto the road and, if you're lucky, an arrow scrawled on a piece of cardboard, suggesting you should head left or right.

Say you're driving along in the middle of the night about

60 MPH. You've been driving for 13 hours into a 24-hour trip. Everybody in the car is asleep and the driver's nodding off too. Say you come across a so-called detour in the dim glow of your six-volt headlights...

When it happened to me, I was SCREAMING, yanking the wheel to the left while we sailed off a two-foot drop into thin air. In fact, everyone in the wagon was suddenly awake, suspended in weightlessness, and SCREAMING as we entered our flight path. It seemed like ten minutes before we finally landed in a roughly plowed temporary dirt frontage path. The trailer was hooked to a rusty old bumper hitch and was swinging like wind chimes, whipping the car back and forth, while I struggled to gain control.

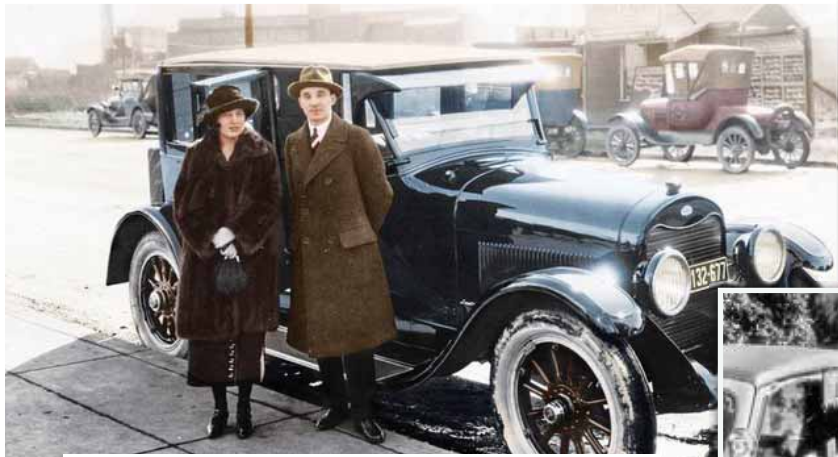
No one slept or even blinked for the rest of the trip. We arriving about 10 the next morning, ready for a cervasa or two.

At that time, Mazatlan was a small, charming town with miles of open beaches, palm trees and small hotels. We partied all day and watched the girls promenade at sunset, surfed, got sunburned, had too many Coronas, way too much Mexican food and got home alive. It was a good week. What college is all about.

In the next two weeks I stripped the brushed-on blue paint from the woody and scored replacement wood parts from a surf wagon of the same year in a Mission Beach back yard. Free. The owner said, "Take all you want, Dude... It don't run, anyhow..." and then left me to have my way with his car while he went surfing.

The Mexico Proven woody looked pretty good after my curbside restoration and I sold it to a fraternity brother who used it for another year that I know about. I'm glad the wagon worked out for him, because he later became a noted criminal attorney, and I didn't have to face him in court for some Lemon Law violation.





1922 Lincoln with Edsel and Eleanor Ford



1941 Lincoln Continental and Rita Hayworth



1936 Ford Deluxe Wagon Clark Gable



1931 Lincoln with John Wayne and Constance Cummings



1949 Delahaye 175 S Saoutchik Roadster and British actress Diana Dors



1935 Ford V8 Deluxe Sedan with Detroit Lions football player George Washington 'Tarzan' Christensen



1953 Jaguar Mark VII with Marilyn Monroe in Jasper, Alberta, Canada



1956 Corvette and Dinah Shore



1927 - Banking Mogul, Mike Petermann with his Cadillac Tour Car
1935 Auburn Cabriolet Supercharger- With Rick Carlton and his dog, Butch



1932 Packard Convertible and Academy Winner, Liz Dow



1932 Packard Twin Six 905 Coupe Roadster with Bill Lewis- Dashing Young Man

1932 Auburn Roadster -V8 Boss Paula Pifer at the wheel



Fast Bob Brown and his 1932 Chevrolet - Sport Roadster- Forerunner to the Impala



1933- Ray Brock, while a senior exec at Packard, had the Red Bomber built for himself on a Packard V12 chassis



1932 Packard Sport Phaeton and Fetching Susan Graves





1935 Packard with Maureen Covid

Fitness Buff Bill Dorr Pulling a 1954 Cadillac



1949 Delahays 175 S Saoutchik Roadster and British Actress Sue Houlihan

1935 Cadillac with Sheryl Carlton, Class Act



1937 Cord 810 Phaeton -Dixie Showalter with Manger, Ken Tibbot



1935 De Soto with Matinee Idol Bob Hargrave

Sultry Judith Grobbel and her 1941 Cadillac Series 61



Bob Brown takes in Lake Havasu Deuce Days.

The show was a sell out. 350 cars—well over 1/2 of them, Deuces. Take a look....

San Diego Early

Ford v8 Club -pg 11—



Which Way?



Prez Joe and right hand man, Susan have perfected the Slow Motion Cruise.

No hassle with the high speed Freeway traffic - just a slow cruise through scenic neighborhood streets - where folks come out to wave and admire your old Ford. We were treated like celebrities for just cruising by.
Photos by Bob Brown, Cal Westra and me.



High above the cars sat Dead Eye Sammy looking for his next target...



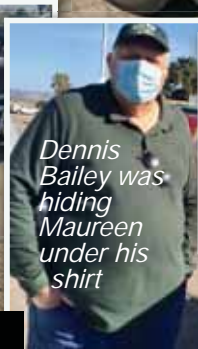
Rick and Sheryl Carlton came truckin' In their Blue '56



As usual, Ray Brock was surrounded by girls...



Bill & Sue Dorr stayed low in the '37 Slantback



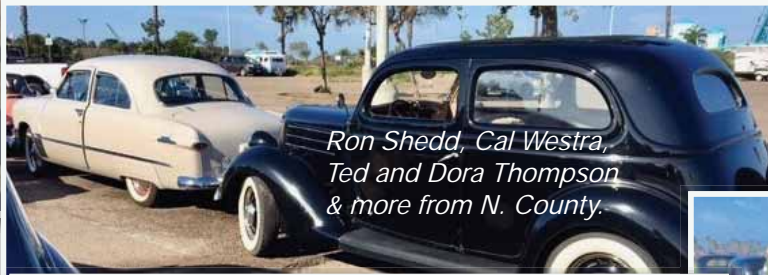
Dennis Bailey was hiding Maureen under his shirt



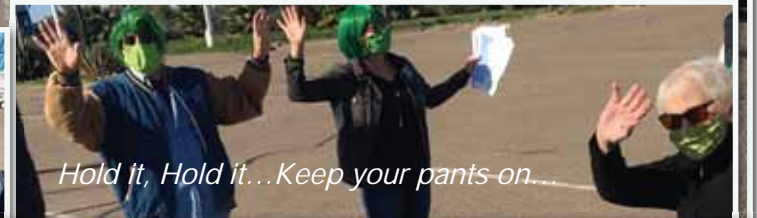
Dave & Mary Ellen Huhn Drove the Big V12 Lincoln-



Are you ready to rumble?..



*Ron Shedd, Cal Westra,
Ted and Dora Thompson
& more from N. County.*



Hold it, Hold it...Keep your pants on...



A crowd of one checks us out



*V8 Women—Always
mysterious.....*



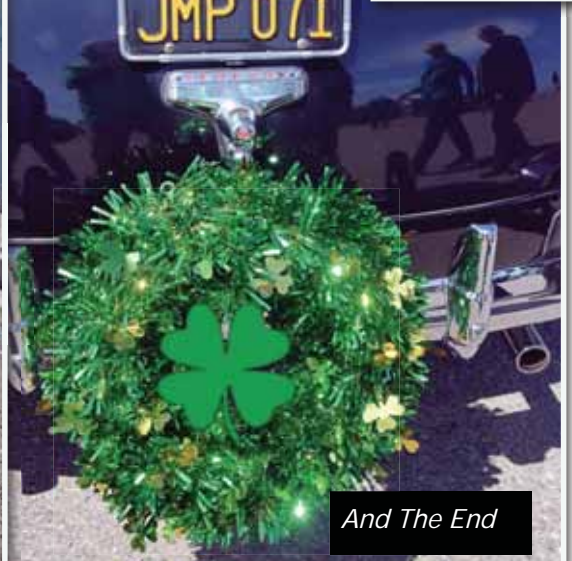
We're Off!



*Janet Voinov w/ Faithful
Dog & Driver*



The Beginning...



And The End



V8 Leaders, Susan and Joe - prepared the ultimate Route Map - every turn, stop and street named -all clearly noted -all 54 of them-with mileage notes, no less... Everything was attached to an actual Map with our route marked in red. Then they magically ended the rain and brought out the sun for lunch in the park... —TS



SDEFV8 General Meetings- Auto Museum, Balboa Park-Cancelled due to Virus

Ford V8 Swap Corner...

SDEFV8 Club c/o

Tim Shortt, 1211 5th St, Coronado, Ca 92118

1936 Ford Standard 5 Window Coupe

4 time Emeritus Winner. Black with Tan LeBaron Bonney Interior. Trunk model with roll down back window. Aluminum Heads , Ford Script Battery. **\$39,000 OBO Ron Shedd 858-485-8967**



'50 TransWorks good. T5 Trans 5 speed \$600 OBO- 714-490-0613-cell 714-906-1644

1936 Ford 5 window coupe-Columbia rear - LeBaron Bonnie interior RB trans-Clock-Radio All Ford steel Beige body. Brown fenders LB engine \$33,000 or best Tom 714-998-4528

Enclosed 28' Car Trailer- with toilet, sink and wood interior. \$3,000 Sheila Rabbell 619-977-3152

'56 F100 -302 V8, C4 Auto. Two-tone paint. Daily Driver- needs minor stuff. \$20 Ken Van Wormer 619-302-5714



Kwik-Lift For Sale. - Adjustable Length 13'-3" to 14'-9"- Adjustable Width- 5,000 lb Capacity. 20" Creeper Clearance Under Ramp. Cost New = \$1,499 + Tx and \$495 Shipping, Asking \$800 OBO. Paul Alvarado

Call or Text (619) 846-7012 '34 Parts left after hot rodding a '34 5 window Coupe— Rear steel fenders, Front seat and rumble cushions in excellent shape, new ashtray, light stanchions, Running Boards, etc, etc No shipping- must pick up locally. 619-846-7012



'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then HarrahMuseum. Good condition. Side-mounts, Luggage Rack. Runs great. New lower price...\$83k . Dixie, 619-677-8922



'34 Tudor. All Original, rust free. Very clean and solid. Runs drives well. Updated Columbia Rear. Orig. Mohair. Imported from Canada years ago. \$35k.- Ray Brock 619-993-9190



'37 rust free- v860 Fordor. New paint, chrome, interior. New motor. Tires, brakes Very clean. \$24k OBO -Dr. Tom Sytko 619-829-1678

1931 Ford Model Victoria Leather back. Rare production Victoria Leather back Starts and runs has not been driven on the road in about 3 years. \$12,900 obo. Any questions Call 928-710-7566



50 ford flathead V8 engine equipped with rebuilt 5speed trans. Also included: new water pumps, radiator, MSD ignition, 12v coil, ceramic coated headers new plugs & wires. Engine has good compression. No oil leaks or smoke. plugs and plug wires. The engine has good compression, no oil leaks or smoke. I drove the car from San Diego to Colorado with no problems. I have paperwork on the transmission. Asking \$2,900 OBO for all. 619-339-0902



1934 Ford Cabriolet, Fiberglass Body, custom chassis, Mustang II front end, 4 wheel power disc brakes, 350 cu. in., 700 overdrive, new Vette independent rearend, Walker radiator with electric fan, Weber carburetor, new starterand battery, new chrome bumpers and brackets, new paint,new tan leather interior, including trunk, power windows and trunk.Registered as a 1934 Ford. \$29,000 obo. projectmikes@aol.com



'56 Ford PU- 302 W/ 2 bbl carb-C-4 trans W/shift kit- Ford 9 in rear end-Tilt steering wheel- Ply Volare Front end-10,000 on truck and rebuilt engine-clear title with 1956 Cal plates-\$26k Art Gibbs 619 448 6754

9" Ford Rear End— 2.70:1 Ratio \$100-Bob Brown 619-890-6988

265 Chevy V8 Motor- Total Rebuild, Best Offer 619-247-6525

1932 Fender Gloves-covers complete fenders. No scratch padding inside and Naughaide outside. Carl Atkinson 619-892-0222

'47 Merc Steering column w/ Ignition switch & key \$150. And Trans Case with side plate. \$60. Should fit any flathead V8. In storage 29 yrs. Jim Hallsted 858-672-0167



SDEFV8Club, % Tim Shortt 1211 5th st, Coronado, Ca 92118



Ford had a number of leftover 1942 body parts that went into 1946 Ford models. Henry Ford II got the first postwar car into production, and the very first one -- a white Super DeLuxe Tudor sedan assembled on July 3, 1945 -- went to President Harry Truman. Alas, only 34,439 more were assembled during the 1945 calendar year, but it was the quick return to production that put Ford ahead of Chevrolet.

The pent-up market created an unprecedented demand for new cars. Ford's advertising agency, J. Walter Thompson, created a brilliant teaser campaign: "There's a Ford in your future." Until July, it showed only parts of the "new" Ford in a crystal ball; then there a publicity blitz culminating in "V-8 Day" on October 26, 1945. More than a million Americans flocked into showrooms for the public introduction, and nearly half a million promptly placed their orders.

What the public saw on V-8 Day was the 1942 shorn of its military trim. The 1946 Ford had the 59 A V-8 block that had been used in the Mercury from 1939; it displaced the same 239.4 cubic inches and developed an even 100 horsepower at 3,800 rpm. The 225.8-cubic-inch six remained available. The Super DeLuxe and DeLuxe series were continued, but the Special disappeared. Meanwhile, the rear axle ratio went from 3.78:1 to 3.54:1.

